

Midcoast Community Council

An elected Municipal Advisory Council to the San Mateo County Board of Supervisors

P.O. Box 248, Moss Beach, CA 94038 www.MidcoastCommunityCouncil.org

Chris Johnson . Lisa Ketcham . Dan Haggerty . Erin Deinzer . Dave Olson . Laura Stein . Claire Toutant

Approved Minutes: Regular Meeting on March 23, 2016, at GCSD

Call to Order. 7:00 PM

Councilmembers present: Chris Johnson, Lisa Ketcham, Dan Haggerty, Dave Olson, Laura Stein, Claire Toutant. [Absent: Erin Deinzer]

Government: CTMP Planner Rob Bartoli, Supervisor Aides Chris Hunter and Ellie Dallman, Harbor District General Manager Steve McGrath

~50 members of the public (~32 remaining after public comment)

1. Report from Board of Supervisors and other Government Officials

Ellie Dallman, Supervisor Horsley's Aide:

Vacation (Short-Term) Rental Ordinance: Thanks for attendance at March 8 MCC meeting on draft ordinance. There will be another opportunity for review in Pescadero in late April.

Hwy 1 Parallel Trail: 30% design & environmental documents should be received from consultant by early April. Next step: RFP for 100% design.

Mirada Rd Erosion: County DPW is working on planning/permitting for additional reinforcement following last January's emergency rip-rap near Medio Creek.

Steve McGrath, Harbor District General Manager

Pillar Point Harbor: Crab season delayed again until Monday. District is preparing 2016-2017 budget. Enterprise and public funds will be accounted for separately. First draft of 5-year Capital Improvement Plan budget is extremely aggressive due to healthy reserves, ~\$3 million in first year. Included for Pillar Point Harbor: Romeo Pier demo, paving maintenance, planning for significant dredging, dock finger replacements, survey of ADA accessibility.

2. Public Comment & Announcements

Sabrina Brennan, Moss Beach: Tom Steyer will be featured speaker at May17 Coastside Democrats annual meeting. <http://www.coastsideDemocrats.info>

John McKeon, Moss Beach – HMB Pilots Association is opposed to MidPen north Moss Beach housing project due to residential complaints from airport noise (currently receiving 2-3 per week).

Mark Verlander, Montara, organizer of "Let's Make a Park" at Point Montara. Asked for MCC support of this alternative to any development of the 11-acre former Navy barracks site east of the highway. <http://letsmakeapark.com> has over 500 petition signatures.

Ann Rothman, Moss Beach: Agrees we need a community park at the Moss Beach site. We need sports fields for kids.

John Petino, Moss Beach, spoke on behalf of the group "Resist Density"

<http://www.resistdensity.org> opposed to any development on the 11-acre Moss Beach affordable housing site, widening of neighborhood streets, demolishing historic parkland. Quoted Sierra Club Loma Prieta Chapter that there could hardly be a much worse location for affordable housing in the urban Midcoast. Asked MCC to support the group's concerns and advocate for no development on the site, preserving it for local residents and visitors.

Leonard Woren, El Granada: The bigger issue is there are already too many Coastside residents. There is no Midcoast location appropriate to add new houses even on infill lots.

Frank Ruggirello, Montara: Hwy 1 is a parking lot on nice-weather weekends. A traffic signal at 16th will make it worse.

Dan Haggerty, El Granada: The highway is extremely limited – don't add more cars.
Irresponsible development as proposed will make the coast less accessible to visitors.
Lisa Ketcham: Sea level rise forum at Pacifica Community Center tomorrow Mar 24, 6:30pm.

3. Consent Agenda: approved 6-0
Approve Minutes for March 8, 2016

4. Regular Agenda

a. (7:30) *Connect the Coastside (Comprehensive Transportation Management Plan)*

County presentation of the recommended transportation improvements and land use policies to minimize and mitigate the impacts of growth.

County planner Rob Bartoli gave slide presentation. County public workshop will be April 7, HMB Yacht Club, 7pm.

Lisa: Midcoast intersections with most accidents are the ones with signals. Roundabouts have 70% fewer injury collisions and 90% reduction in fatalities.

--It's frustrating to see ongoing subdivisions of lots getting approved with no lot retirement required.

--Lighthouse: It's impossible to reconcile evolving lighthouse intersection plans, from Mobility Studies, to 2012 Caltrans completed left-turn project, to Crossings Project multi-million dollar alternative for raised median, to present low cost proposal for same.

--Moss Beach: Proposed signals have no stacking lanes. [Rob: Potential for backup is much higher in HMB.] This plan is suggested as a book to refer to as we go forward, but we thought the Mobility Study was our book. Specifically for Moss Beach village area, this is an entirely different book. For this small village with many access points, Mobility Study had long-term circulation plan with roundabout at each end for convenient U-turn. Right turns at each intersection could solve intersection delays with a convenient nearby U-turn. Existing space in center lane is available for crossing refugees. All that is gone and we're left with 2 signals and no discussion of repercussions for other streets. [Rob: Mobility Study did not do roundabout analysis on resolving side-street delays.] Look at other alternatives and provide a highway circulation plan for the whole village.

Dan: What is the cumulative impact on through traffic from more pedestrian crossings and signals? Prefers undercrossings. [Rob: Separated grade crossings every half mile would get very expensive.] Prefers fewer 100% safe crossings to many questionably safe.

Claire: Cost estimates seem low compared to crossings project estimates. Would like uniform speed limit. Weinke Way diversion to Vallemar will be impacted by backup for traffic signal at California.

Laura would like source data for jobs estimate.

Chris: There are recommendations to limit access points at Rocket Farms, but two businesses west of highway in Moss Beach have block-long unlimited access, a safety hazard. [Rob: Could look at that further along in design phase on placement of curb and gutters.]

--Transit amenities are needed to encourage use, but none are proposed for Midcoast. Better to fully fund school bus. Funding is out of balance for transit vs road improvements.

--How do 14 new at-grade crossings between HMB & Montara improve traffic flow or pedestrian safety? Would prefer several above- or below-grade crossings.

Dave: If possible, would like to see development fees to build up funds to retire lots rather than just for transportation improvements.

--Public transit needs serious subsidy which will help more than anything. If the law doesn't allow for that, let's work on getting it changed.

-- Focus on LCP requirement. Look at earlier studies and all the hearings. Don't put something in that's completely inconsistent with conclusions we reached earlier without very strong reason for it. No need for curbs -- won't improve safety or traffic throughput. Take out paving the Coastal Trail -- has nothing to do with CTMP. Take out trails in neighborhoods.

Leonard Woren, El Granada: agrees with Dave. Midcoast is already overbuilt, dial back on growth. No new signals until storage lanes are fixed at Coronado and Frenchman's Creek, or convert them to roundabouts which keep traffic moving. Get rid of left turn signals. Any signal at Rocket Farms needs to be timed for one truck at a time. Put El Granada ADA path on Obispo, not Alhambra. Lot mergers need to be enforced. Staff should stop telling developers how to skirt it. Reduce maximum house size.

Lennie Roberts, Committee for Green Foothills: Agrees with Dave. Instead of 5 new intersection signals, roundabouts are preferred. They provide driver safety & satisfaction (traffic not stopped). Signals give too much weight to side streets. Truckee is going gangbusters -- people can learn to use them.

--County has creative road designs and Caltrans has context sensitive solutions. Instead of flashing beacons and curbs, Mobility Studies promote exciting features for context of villages and more rural areas. Don't make it like very other county highway -- the Coast is different.

--25-year time frame -- need to know what buildout will allow.

--Lot merger plan is weak, starting with voluntary.

--Unbuildable lots should be retired (Montecito Riparian Corridor, etc.)

Sabrina Brennan, Moss Beach, Coastside Bicycle Coalition co-founder: agrees with previous comments. Coast is recreational destination -- doesn't support more residential growth. Supports bike lanes, but top priority is Parallel Trail. Supports grade-separated crossing at GWC. Princeton needs plan for crosswalks. Site walks are helpful to gather public feedback. Supports roundabouts vs signalization if remotely possible -- safer. Bus shelters/benches would bring more awareness and use. Supports Seal Cove lot retirement due to geologic hazard.

Harald Herrmann, Moss Beach, Biggest delay in his commute to Oakland is the 3 signals in Pacifica. He's from Europe - says roundabouts work. What is estimate for Hwy 1 travel time with added crossings and signals?

Mark Verlander, Moss Beach: Plan seeks to further urbanize our community and increase capacity for future development. Remove outdated zoning, specifically north Moss Beach affordable housing site.

Karen deMoor, Moss Beach: agrees with Mark. Plan seems like a way to justify more development. It's the wrong vision for the coast.

Bill Kehoe, Moss Beach: agrees with Lisa re circulation in Moss Beach, so that traffic is always flowing. Must retire lots -- density is too great already. Public transportation plan is inadequate. School buses must be fully funded. Agrees with Lisa, Lennie, Leonard.

Steve Holmlund, Montara: Linda Mar temporary signal was a demonstration of what we can expect from more signals. Project is called Connect the Coastside but traffic signals in Moss Beach will disconnect Montara from the Midcoast. Pedestrians cross at shortest distance. Need southbound left-turn pocket at 14th.

Yuriy Grinberg, Moss Beach: Frenchman' Creek signal is horrible -- prefers roundabouts to traffic signals. Likes rural effect of no sidewalks, curbs, few streetlights.

Dave: Bus shelters are expensive because have to be ADA compliant due to funding source. We need shelters and increased transit to get people out of their cars.

Dan prefers pedestrian underpass at Gray Whale Cove.

Lisa: 25-year forecast is short time frame to complete these improvements when compared to recent crossings project considered short term, high priority, for which we're looking at 12 years for completion. Lot merger program was adopted in 2006 but has not been implemented. Given the 10-year delay, the program should be mandatory from the start. Buildout analysis assumes these parcels are merged. Emphasize median refuge islands rather than a string of painted crossings with flashing beacons. They're safer and less likely to cause traffic congestion.

Claire: Overwhelmed with cognitive dissonance – feels like a mish mash. This plan doesn't fit with what we were told or decided in earlier plans or realistic construction time frames.

Laura supports roundabouts and more emphasis on public transportation. We were talking about lot mergers in 1999 - what are we waiting for?

Chris: We need fully funded school buses. Most proposed improvements are in HMB and are only recommendations. Agrees with Dan on grade-separated crossings, particularly at Gray Whale Cove and Surfers' Beach.

- b. (9:30) **Coastside Free Weekend Beach Shuttle** – Grant application to Transportation Authority (TA) for Coastside free weekend beach shuttle to run between HMB and the Midcoast. County seeks MCC support for the grant application.

Chris Hunter, Supervisor Horsley's Aide working on the shuttle: Last December's plan was to expand Pacifica's free weekend Devil's Slide Ride shuttle to HMB, but the TA won't fund shuttles that compete with existing SamTrans routes, and Route 17 covers most possible stops in the Midcoast. Also, Pacifica's shuttle has not been successful and they had no matching funds to continue it. The County's last minute revision was a Coastside shuttle between HMB and Moss Beach at FMR with stops at various beaches. Residents objected to the FMR destination due to tide pool overuse and degradation. County Parks is developing a 12-year limited-access proposal for the reserve tide pools and asked for that destination to be removed from the route. The County has received a "deferred action" notice on the grant application that gives time to present a new revised route:

- Main at Poplar connection with 294
- 152 Poplar – Coastal Trail
- Kelly – HMB State Beach
- Roosevelt Beach Parking
- Magellan Coastal Trail parking

There would be one 22-person shuttle bus on an out-and-back route four times on each weekend day. There will be bike racks and a marketing budget. The shuttle could take some cars off the road and take pressure off beach parking. It will be an experiment, and if successful could lead to funding for additional shuttles.

Dan: Suggests local and express options and avoid left turns at highway. Consider counter-clockwise loop instead of out-and-back.

Dave: Pillar Point would be a more attractive destination rather than ending the route at Magellan. Could hand out pre-paid clipper cards as marketing tool to encourage use from Route 294.

Chris: Route on residential streets may be a concern to the neighborhood. Turn-around on Magellan will be tight. If we're going to have free shuttle, can regular bus fares also be reduced? Fully fund the school buses and use them on weekends for beach shuttle.

Leonard Woren: Need space for riders' beach stuff. Consider providing SamTrans with money to provide this service. Design route to minimize left turns. Provide Wifi.

Sabrina Brennan, Coastside Bicycle Coalition supports free beach shuttle experiment and

funding for park & ride near College of San Mateo. Coastal Commission strongly urges improved coastal access for low-income families. Bright colored bus wrap would help marketing.

Bill Kehoe: Proposed shuttle is a good experiment to see how well it is used.

Motion by Lisa: MCC send letter in support of grant application for Coastside Weekend shuttle from HMB to Magellan at Coastal Trail. Approved 6-0.

5. (10:10) Council Activity – Correspondence received & meetings attended

Pillar Point street/security lights: Lisa contacted Mark Delaplaine, head of Coastal Commission's Federal Consistency Division. CCC has direct jurisdiction over the Air Force property. They've had other complaints about the lights including from CCC staff visiting the area. They are in communication with the Air Force on finding a solution.

Public Coastal Views: Lisa reported on two instances of Cypress trees privately planted where they will grow to block public blue-water views.

--Beach Way near Seal Cove staircase: County is requiring removal of 27 of the newly planted trees within 30 days.

--Caltrans ROW west of Hwy 1 at 14th St, overlooking ocean and Pt Montara lighthouse hostel. When notified, Caltrans removed some of the trees. Caltrans Info Officer Gidget Navarro said wider public support is needed to remove the remaining encroaching trees.

MidPen Housing Open House: Dave reported most councilmembers attended the Mar 16 open house. A large crowd organized by Resist Density demonstrated in opposition with signs, stickers and a speaker, but attendance was not nearly as one sided as they reported.

Coastal Trail Kelly/Seymour Erosion: Dave spoke as an individual at HMB City Council March 15 on proposed coastal armoring to protect the Coastal Trail at several drainage locations between Kelly and Seymour. City Council asked staff to bring a revised proposal to April meeting to consider managed retreat for the trail rather than rip-rap.

RCD First Flush Water Quality Monitoring: Dave reported 2015 results were presented at RCD March 17 meeting. They will also be presented at an upcoming Harbor District meeting.

GGNRA Dog Management Policy: Chris attended GGNRA March 22 public meeting at Farallone View School which had 75 to 100 attendees. No off-leash GGNRA dog area is proposed in SMC. There was silent protest with "rigged" and "failure" signs held up when GGNRA Superintendent spoke. No user study has been done for Rancho, and people asked for one.

6. Future Agendas:

April 13: Sister Cities, Devil's Slide Ride, review committee assignments and role of reps.

April 27: Midcoast Parks forum at Cypress Meadows

Adjourn – 10:22 PM